

Appl. No. : 10/774,863
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IN THE CLAIMS:

Please amend Claims 32 and 40 as follows:

1-31 (Canceled)

32. (Currently Amended) A jet-propelled watercraft comprising a hull having an operator's area, an engine supported by the hull and having a throttle valve configured to meter a flow of air into the engine, the throttle valve being biased towards a closed position, a water jet propulsion device driven by the engine and configured to produce thrust for propelling the hull over water, a throttle lever disposed in the operator's area configured to control a position of the throttle valve, an actuator configured to define an adjustable limit for the movement of the throttle valve against the bias of the throttle valve towards the closed position, and a controller configured to control the actuator so as to move the limit away from the closed position of the throttle valve in proportion to a speed of the watercraft when before the throttle lever is released by an operator.

33. (Previously Presented) The jet-propelled watercraft according to Claim 32 additionally comprising a watercraft speed sensor, the controller being configured to determine a speed of the jet-propelled watercraft based on an output from the watercraft speed sensor.

34. (Previously Presented) The jet-propelled watercraft according to Claim 32 additionally comprising an engine speed sensor configured to detect a speed of the engine, the controller being configured to determine a speed of the jet-propelled watercraft based on an output from the engine speed sensor.

35. (Previously Presented) The jet-propelled watercraft according to Claim 32 additionally comprising a throttle position sensor configured to detect a position of the throttle valve, the controller being configured to determine a speed of the jet-propelled watercraft based on an output from the throttle position sensor.

36. (Previously Presented) The jet-propelled watercraft according to Claim 32 additionally comprising an engine speed sensor configured to detect a speed of the engine, the controller being configured to determine a speed of the jet-propelled watercraft based on an output from the engine speed sensor.

37. (Previously Presented) The jet-propelled watercraft according to Claim 32 additionally comprising a handlebar connected to the water jet propulsion device so as to allow an operator to steer the watercraft by moving the handlebar, and a handlebar position

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sensor configured to detect a position of the handlebar, the controller being configured to adjust the actuator based on an output of the handlebar position sensor.

38. (Previously Presented) The jet-propelled watercraft according to Claim 37, wherein the controller is configured to move the limit away from the closed position only if the handlebar is turned away from a position corresponding to a straight ahead direction of the watercraft.

39. (Previously Presented) The jet-propelled watercraft according to Claim 32, wherein the controller is configured to gradually move the limit toward the closed position after the throttle lever has been released by an operator.

40. (Currently Amended) A jet-propelled watercraft comprising a hull having an operator's area, an engine supported by the hull and having a throttle valve configured to meter a flow of air into the engine, the throttle valve being biased towards a closed position, a water jet propulsion device driven by the engine and configured to produce thrust for propelling the hull over water, a throttle lever disposed in the operator's area configured to control a position of the throttle valve, and means for limiting the movement of the throttle valve against the bias of the throttle valve towards the closed position and for moving the limit away from the closed position of the throttle valve in proportion to a speed of the watercraft whenbefore the throttle lever is released by an operator.

41. (Previously Presented) The jet-propelled watercraft according to Claim 40 additionally comprising means for determining a speed of the watercraft.